# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

## 7

# TIME TABLE

FOR THE

# WILLAMETTE PACIFIC RAILROAD

EUGENE TO MARSHFIELD

To Take Effect Sunday, August 6, 1916, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

WILLIAM HOOD,
*Chief Engineer.*

# CONSTRUCTION WILLAMETTE PACIFIC RAILROAD

(EUGENE TO MARSHFIELD)

| Eastward | | | | | | | Westward |
|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Cars and location of scales, water, fuel and turning stations. | SECOND CLASS | FIRST CLASS | Distances from Eugene | Time Table No. 7<br>August 6, 1916 | Distances from San Francisco | FIRST CLASS | SECOND CLASS |
| | 252<br>Freight<br>Leave Daily Ex. Sunday | 2<br>Passenger<br>Leave Daily | | STATIONS | | 1<br>Passenger<br>Arrive Daily | 251<br>Freight<br>Arrive Daily Ex. Sunday |
| 60 PWFY | **Portland Division Time Table Governs Movement of Trains Between Eugene and Transfer** | | .0 | DNR **EUGENE**<br>1.1 | 647.3 | **Portland Division Time Table Governs Movement of Trains Between Eugene and Transfer** | |
| 78 PWFY | | | 1.1 | BLAIR<br>0.9 | 648.4 | | |
| | | | 2.0 | O. E. CROSSING<br>1.0 | 649.3 | | |
| 23 | | | 3.0 | MATERIAL YARDS<br>0.9 | 650.3 | | |
| P | 6.21AM | 8.15AM | 3.9 | R TRANSFER<br>0.4 | 651.2 | s 4.50PM | 1.17PM |
| 106 | 6.22 | 8.17 | 4.3 | DANEBO<br>4.0 | 651.6 | 4.48 | 1.15 |
| 4 | 6.36 | s 8.27 | 8.3 | JETSON (Spur)<br>1.9 | 655.6 | f 4.38 | 1.00 |
| 2 | | f | 10.2 | HOUSTON SPUR<br>3.0 | 657.5 | f | |
| 40 | 7.03 | s 8.37 | 13.2 | VENETA<br>2.5 | 660.5 | s 4.28 | 12.40 |
| 6 | 7.11 | f 8.40 | 15.7 | ELRUS (Spur)<br>1.3 | 663.0 | f 4.20 | 12.24 |
| | | | 17.0 | SAILOR (No siding)<br>1.0 | 664.3 | | |
| 40 P | 7.30 | s 8.50 | 18.0 | D NOTI<br>3.0 | 665.3 | s 4.15 | 12.15PM |
| 5 | 7.41 | f 8.57 | 21.0 | VAUGHN (Spur)<br>1.1 | 668.3 | f 4.05 | 11.58 |
| 17 | 7.43 | 8.59 | 22.1 | TUNNEL No. 1 (Spur)<br>1.3 | 669.4 | f 4.03 | 11.56 |
| | | | 23.4 | IVISON (No siding)<br>0.8 | 670.7 | | |
| 20 | 7.55 | f 9.04 | 24.2 | FLAGG<br>2.6 | 671.5 | f 4.00 | |
| | | | 26.8 | CRAMS (Spur)<br>1.8 | 674.1 | | |
| 32 WP | 8.13 | f 9.14 | 28.6 | WALTON<br>3.8 | 675.9 | f 3.50 | 11.21 |
| | 8.28 | f 9.22 | 32.4 | JOLER (Spur)<br>2.4 | 679.7 | f 3.38 | 11.05 |
| | 8.39 | f | 34.8 | AUSTA (No siding)<br>0.9 | 682.1 | | 10.57 |
| | | | 35.7 | ROLLO (Spur)<br>2.0 | 683.0 | | |
| 75 | 8.50 | f 9.36 | 37.7 | RICHARDSON<br>4.6 | 685.0 | f 3.20 | 10.48 |
| | | f | 42.3 | BEECHER (No siding)<br>4.2 | 689.6 | f | 10.32 |
| 60 W | 9.18 | f 9.58 | 46.5 | NEKOMA<br>3.3 | 693.8 | f 2.58 | 10.19 |
| 118 | 9.33 | f **10.08** | 49.8 | SWISSHOME<br>3.5 | 697.1 | f 2.49 | **10.08** |
| 20 | **9.45** | f 10.17 | 53.3 | RAINROCK<br>1.1 | 700.6 | f 2.41 | **9.45** |
| Y | | | 54.4 | WYE<br>3.6 | 701.7 | | |
| 115 P | 10.00 | s 10.30 | 58.0 | MAPLETON<br>1.8 | 705.3 | s 2.28 | 9.21 |
| | | | 59.8 | ROCK QUARRY (Spur)<br>2.8 | 707.1 | | |
| | 10.12 | f 10.41 | 62.6 | BECK<br>5.1 | 709.9 | f 2.16 | 9.02 |
| 75 W | 10.30 | f 10.57 | 67.7 | WENDSON<br>1.4 | 715.0 | f 2.03 | 8.45 |
| 30 P | 10.50 | s 11.15 | 69.1 | D **CUSHMAN**<br>1.6 | 716.4 | s 1.57 | 8.40 |
| 14 | 10.57 | f 11.20 | 70.7 | SIBOCO<br>2.4 | 718.0 | f 1.39 | 8.20 |
| | | | 73.1 | NEPER (No siding)<br>0.9 | 720.4 | | |
| 26 W | 11.12 | f 11.28 | 74.0 | CANARY (Spur)<br>3.7 | 721.3 | f 1.31 | 8.09 |
| 15 | 11.25 | f 11.40 | 77.7 | LANE<br>2.2 | 725.0 | f 1.20 | 7.55 |
| 5 | 11.35 | f 11.46 | 79.9 | ADA (Spur)<br>1.1 | 727.2 | f 1.13 | 7.50 |
| 45 | **11.50** | f **11.50** | 81.0 | BOOTH<br>4.5 | 728.3 | f 1.09 | 7.42 |
| | 12.12PM | f 12.01PM | 85.5 | KROLL (No siding)<br>6.0 | 732.8 | f 12.57 | 7.25<br>7.05 |
| 45 TP | **12.40** | f 12.23 | 91.5 | GARDINER<br>1.3 | 738.8 | f **12.40** | 6.48 |
| 13 P | 12.45PM | s **12.30PM** | 92.8 | D REEDSPORT | 740.1 | **12.30PM** | 6.34AM |
| | Arrive Daily Ex. Sunday | Arrive Daily | | 92.8 | | Leave Daily | Leave Daily Ex. Sunday |
| | (6.24) | (4.15) | | Time Over District | | (4.20) | (6.43) |
| | 13.89 | 20.92 | | Average Speed per Hour | | 20.5 | 13.27 |

**Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 252 is superior to No. 251.**

All trains will flag through the Rock Quarry during quarrying operations, Conductor to be satisfied of safe condition of track, and to secure signal from foreman in charge that all quarrying operations are safe, before any train movement through Quarry.

# CONSTRUCTION WILLAMETTE PACIFIC RAILROAD

## (EUGENE TO MARSHFIELD)

**Eastward** | **Westward**

| Capacity of Siding in Cars and location of scales, water, fuel and turning stations. | SECOND CLASS | | | FIRST CLASS | | | | | | Distance from Eugene | Time Table No. 7<br>August 6, 1916 | Distance from San Francisco | FIRST CLASS | | | | | | SECOND CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **252**<br>Freight | | | | | | **2**<br>Passenger | | **STATIONS** | | **1**<br>Passenger | | | | | | **251**<br>Freight | | |
| | | | Leave Daily Ex. Sunday | | | | | | Leave Daily | | | | Arrive Daily | | | | | | Arrive Daily Ex. Sunday | | |
| 13 P | | | 1.15PM | | | | | | s 1.00PM | 92.8 | D **REEDSPORT** | 740.1 | s 12.01PM | | | | | | 6.34AM | | |
| | | | 1.32 | | | | | | f 1.10 | 96.9 | 4.1<br>**SCHOOL** (No Siding) | 744.2 | s 11.50 | | | | | | 6.12 | | |
| W | | | | | | | | | | 97.9 | 1.0<br>**THARP** (No siding) | 745.2 | | | | | | | | | |
| | | | 1.42 | | | | | | f 1.17 | 99.8 | 1.9<br>**WILLARD** (No siding) | 747.1 | f 11.42 | | | | | | 6.03 | | |
| | | | 1.49 | | | | | | f 1.21 | 101.7 | 1.9<br>**BUFO** (Spur) | 749.0 | f 11.39 | | | | | | 5.58 | | |
| | | | | | | | | | f | 103.5 | 1.8<br>**BUEHNER'S SPUR** | 750.8 | f | | | | | | | | |
| 65 | | | 2.10 | | | | | | s 1.30 | 104.8 | 1.3<br>**LAKESIDE** | 752.1 | s 11.32 | | | | | | 5.48 | | |
| | | | 2.28 | | | | | | f 1.44 | 110.0 | 5.2<br>**BUTTERFIELD** (No siding) | 757.3 | f 11.17 | | | | | | 5.24 | | |
| 15 | | | 2.42 | | | | | | f 1.50 | 112.0 | 2.0<br>**HAUSER** | 759.3 | f 11.12 | | | | | | 5.16 | | |
| 65 WP | | | 2.58 | | | | | | f 2.00 | 115.7 | 3.7<br>**COOS** | 763.0 | s 11.03 | | | | | | 5.03 | | |
| 15 P | | | 3.15 | | | | | | s 2.15 | 118.3 | 2.6<br>D **NORTH BEND** | 765.6 | s 10.50 | | | | | | 4.50 | | |
| | | | | | | | | | | 119.8 | 1.5<br>**STAVE MILL** (No siding) | 767.1 | | | | | | | | | |
| WTFP | | | 3.30PM | | | | | | 2.30PM | 121.6 | 1.8<br>DR **MARSHFIELD** | 768.9 | 10.30AM | | | | | | 4.30AM | | |
| | | | Arrive Daily Ex. Sunday | | | | | | Arrive Daily | | 28.8 | | Leave Daily | | | | | | Leave Daily Ex. Sunday | | |
| | | | (2.15) | | | | | | (1.30) | | Time Over District | | (1.31) | | | | | | (2.04) | | |
| | | | 12.8 | | | | | | 19.2 | | Average Speed per Hour | | 18.99 | | | | | | 13.93 | | |

**Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).**

# SPECIAL RULES

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

# "SAFETY FIRST"

### STANDARD CLOCKS.

Eugene, Ore. Marshfield, Ore.

### BULLETIN STATIONS.

Eugene, Ore. Marshfield, Ore.

### CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and arder numbers as they appear on clearance, and obtain O. K. with time and superintendent's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations where there is no operator on duty.

### REGISTER EXCEPTION.

Transfer. During ballasting operations swing trains hauling ballast will secure clearance at Eugene and will leave register ticket (Form 2642) with operator at Transfer, who will register for them.

### AIR BRAKE TESTS AND INSRUCTIONS.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 17.

It is permissible to call for the plug with one long blast of the whistle.

Train crews should make careful inspection of trains at any point where trains stop or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

Following is the procedure to make proper air signal test when train line is broken on passenger trains between terminals: After brake pipe has been charged to standard pressure, engineer will call for plug, and when brakes have been set by opening angle cock at rear of train, before engineer releases brakes, the rear brakeman will signal the engineman by four blasts of the air signal whistle, using signal cord in rear car, which the engineer will answer with two blasts of the steam whistle, and release brakes.

### SIGNALS AT RAILROAD GRADE CROSSINGS.

Following signals will govern at unprotected railroad grade crossings

One long blast of whistle at proper distance from crossing when approaching same.

Two short blasts after train is stopped and before passing over crossing.

### MAIN LINE TRACK LINE-UP AT JUNCTIONS.

Junction switch at Transfer must be left set and locked for main line movements, Eugene to Noti.

Junction switch at East leg of wye at Blair must be left set and locked for main line movements.

Junction switch at Blair must be left set and locked for main line movements, Eugene to Transfer.

### SPEED RESTRICTIONS.

Maximum speed of any train must not exceed 40 miles per hour, and no train shall exceed a speed of 20 miles per hour around curves of 7 degrees or over.

Trains handling steam wrecking cranes must not exceed 25 miles per hour.

Maximum speed of engines backing up, 20 miles per hour.

Trains must reduce speed to 20 miles per hour around curve and over bridge at Vaughn.

Trains must reduce speed to 15 miles per hour in the city limits of Eugene, to comply with ordinance.

Trains handling logs must not exceed speed of 15 miles per hour, nor a speed of 6 miles per hour over truss bridges, around sharp curves or passing through stations and tunnels.

Trains must reduce speed to 10 miles per hour on drawbridges.

Trains must be under control when descending grades approaching bluffs or other points where slides are liable to occur.

### LOCATION OF WATER TANKS BETWEEN STATIONS.

| | |
|---|---|
| Between Noti and Vaughn. | 1,000 feet east of Tunnel No. 6. |
| One Mile west of Mapleton. | 1,000 feet east of Tunnel No. 7. |

### SPEED TABLE

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10 | 21 | 2.51 | 31 | 1.56 | 41 | 1.27 |
| 8 | 7.30 | 22 | 2.43 | 32 | 1.52 | 42 | 1.25 |
| 10 | 6 | 23 | 2.36 | 33 | 1.49 | 43 | 1.23 |
| 12 | 5 | 24 | 2.30 | 34 | 1.45 | 44 | 1.21 |
| 15 | 4 | 25 | 2.24 | 35 | 1.42 | 45 | 1.20 |
| 16 | 3.45 | 26 | 2.18 | 36 | 1.40 | 46 | 1.18 |
| 17 | 3.31 | 27 | 2.13 | 37 | 1.37 | 47 | 1.16 |
| 18 | 3.20 | 28 | 2.8 | 38 | 1.34 | 48 | 1.15 |
| 19 | 3.9 | 29 | 2.4 | 39 | 1.33 | 49 | 1.13 |
| 20 | 3 | 30 | 2.0 | 40 | 1.30 | 50 | 1.12 |

### YARDS.

All trains must be under control within Yard Limits.

| | |
|---|---|
| EUGENE | (Eugene, yard limits extend to yard sign west of Blair.) |
| NORTH BEND | (Speed limited to 25 miles per hour.) |
| MARSHFIELD | (Speed limited to 15 miles per hour.) |

All trains will move under control, expecting to find track occupied.

### MISCELLANEOUS.

Trains consisting of 20 or more cars will cut off engines to take water.

Flues of engines must not be sanded while crossing overhead bridges.

Trains entering sidings or other tracks do so under control; see and know that track is clear.

In meeting trains at Tunnel 1, westward train will take spur and should approach this Spur through the tunnel under control, expecting to find train occupying main line.

**H. P. Hoey, Assistant Engineer**............................... **Eugene, Oregon**
**W. R. Fontaine, Assistant Engineer**........................... **Eugene, Oregon**